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SOVIET INDUSTRIES TO SAVE MORE FUEL

Coal, petroleum, and electric-power workers played a significant role in the completion of the Fourth Five-Year Plan. Already by 11 December 1950, miners of the Ministry of the Coal Industry had completed the 1950 plan for coal output, and the Donbass contributed 10 percent more than its prewar achievement to this success. The enterprises of the petroleum industry completed the 1950 plan by 10 December 1950. The electric power stations of the Ministry of Electric Power Stations completed their yearly quota for the generation of electric power by 22 December 1950, including a 40-percent increase over their prewar level for power stations in areas which suffered war damage.

In reporting their achievements to Stalin, additional obligations, to be fulfilled by the end of 1951, were assumed as follows: extraction of 14 million tons of coal, extraction of 2.2 million tons of petroleum, and the generation of 4.72 billion kilowatt-hours of electric power.

Operators of open-hearth furnaces in recent years have steadily decreased their fuel consumption in smelting steel. Standard fuel consumption per ton of steel was reduced from 260 kilograms in 1946 to 220 kilograms in 1949 and to 211 kilograms in the third quarter of 1950. Improvement in the technological indexes in the operation of open-hearth furnaces and the constant increase in the amount of steel produced per square foot of the furnace hearth have contributed toward this achievement.

The USSR railroad workers reduced fuel consumption in steam locomotives and diesel locomotives in the third quarter of 1950 7.5 percent below that of the third quarter of 1949 and 16 percent below that of the third quarter of 1948.

By introducing new techniques and more powerful equipment and by modernizing existing electric power stations, electric power plants of the ministry reduced fuel consumption 9.2 percent below the prewar level for the generation of one kilowatt-hour of electric power. The measures which they adopted to effect this fuel reduction saved the country several million tons of fuel in 1950 alone.

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Even though the coal industry exceeded the 1950 plan for coal output and assured the Soviet economy of a steady supply, the quality of the coal delivered was not always satisfactory. The fines content of run-of-the-mine coal, as well as its ash content, had increased and, in the case of the Donbass, the coal-ash content was higher than the 1940 level.

In 1951, miners must completely satisfy the requirements of the national economy in Donets coking, gas, and long-flame coal as well as large- and medium-size anthracite coal; Kuznetsk coking and screened coal; and Karaganda bituminous coal, bearing in mind that the productivity of many industrial installations will be increased by these coals and their fuel-consumption norms will be decreased.

In 1951, it is necessary to intensify efforts to lower the ash content of all coals, in particular, those of the Donbass. The fines content must also be sharply reduced in run-of-the-mines coal and shales, particularly in cutting the coal or shale from the mine face, but also in transporting and loading it onto railroad cars.

Organizations of the local fuel industry must increase the production of peat briquettes and extend the consumption of peat more widely in enterprises. If peat, shale, waste products of coal cleaning, wood and combustible-waste products of industry and agriculture are utilized in the local areas where they are found, these areas will be able to dispense with hundreds of thousands of tons of fuel which would have to be transported from a distance.

Although industry and transportation have saved considerable fuel, individual enterprises are consuming more raw materials, fuel, and electric power than the established norm. Checks on enterprises carried out by Gosinspektsiya of the Gossnab USSR indicate that the chief faults in the use of fuel are as follows: nonobservance of established methods for operating equipment; unsatisfactory condition of aggregates, using fuel and heat; inadequate operation of new-technique small- and medium-sized electrical installations.

The possibilities for saving fuel are far from exhausted in railroad transport. An appreciable saving could be achieved by better utilization of locomotives and an extension of the practice of handling above-normal-weight trains. A great saving could also be effected by increasing the number of locomotives equipped with water-treating installations and heat insulation.

Power workers must continue to save fuel in 1951 by full utilization of heating installations which in many heating plants do not carry a full load and operate inefficiently. Construction of heating networks must be speeded up, bearing in mind that a delay in supplying cities and enterprises with heat will cause greatly excessive consumption of fuel.

Open-hearth-furnace workers in metallurgical plants and machine-building plants must further increase automatic operations of the furnaces, equipping them with gauges and control instruments, introducing as much as possible light refractory material, and completely eliminating unplanned delays in smelting in which a large amount of fuel is still consumed. It is also extremely important to increase the use of waste gases from open-hearth, heating, thermal, cementation and other types of industrial furnaces. Use of these gases will save the country hundreds of thousands of tons of fuel.

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